

For Proposition 1

We all want our children and grandchildren to enjoy a wonderful quality life now and in the future. Utah's cities and counties face a growing population, deteriorating roads, and local budgets that fail to keep up with mounting maintenance costs. The need is visible on our streets and sidewalks. Our transportation choices are limited by gaps in transit service and incomplete bike paths and trails. The result: longer commutes, more wear and tear on our cars, hampered economic prosperity, and a diminished quality of life.

With new funding through Proposition 1 (a sales tax for local transportation), local elected leaders can prepare for population growth, take better care of our roadways and sidewalks, and promote economic prosperity in our community.

Prop 1 will provide a substantial piece of the local transportation puzzle. For just one cent of every four dollars spent—excluding food purchases—we can maintain our local roads, keep our economy moving, improve our air quality, and reduce our traffic so that we spend more time with our families and less time in our cars.

The cost of doing nothing is far higher for the average Utah family than the local option sales tax. Prop 1 would cost the average person \$40 a year, but our current road disrepair costs the average driver over \$600 more a year in added fuel use, tire wear, and extra car maintenance. In addition, for every dollar we invest now in infrastructure, we save \$6 in repair and \$10 in reconstruction work. We know that roads cost more taxpayer dollars when they are not maintained. Things like slurry seals, chip seals and overlays, that help keep roads in good shape cost money, but are far less expensive than going without maintenance and having to rebuild a road years later. Choosing to maintain our roads today is the financially responsible and fiscally conservative approach for families.

Prop 1 is dedicated exclusively to *local* transportation. Prop 1 is not for the construction of major highways and rail lines, nor will it fund the overhead of large agencies. Prop 1 will fund things that are close to home – the transportation options you use and need the most. It will fill a nasty pothole on your local street, finish a sidewalk between your house and your children's school, or add to bus service, trails, and bike paths so you have more transportation choices.

More than 110 cities and towns across Utah passed resolutions supporting Prop 1. The business community solidly supports the measure because business leaders know that investing in transportation today will save taxpayer dollars tomorrow. This is a historic moment to join our local government officials and the business community in support of Prop 1.

Voting YES will save Utah families money, protect the local businesses, improve our air quality, and preserve our quality of life.

Signed,

Lane Beattie, President and CEO of Salt Lake Chamber/Davis County Resident

Ron Jibson, President and CEO of Questar Corp./Davis County Resident

Davis County Board of Commissioners

Randy Lewis, Mayor of Bountiful

Bob Stevenson, Mayor of Layton

Rebuttal

The best way for our lives to be improved is keep the majority of the proceeds of our labors, not to be taxed further.

According to Utah Taxpayers Association, we currently pay on average \$3304.00 in taxes for the services we are told this tax increase will pay for; roads, local budgets and maintenance. Before we should consider a tax increase, we must verify the county has thoroughly audited and cut back on ALL waste and unaccountable spending. Waste is intrinsic in every budget this size and must be constantly corrected. As population increases, tax revenue increases at the same rate.

Proponents claim the money will go towards bus service but fail to mention 40% of this sales tax increase is slated to go to Utah Transit Authority, (UTA). UTA has a history of fraud, waste and abuse with our tax dollars. From lavish trips, bonuses for top executives, to \$10 million parking lots that are never built, the UTA has proven to be unworthy of the public trust and should not be given more funding.

The majority of the business community does NOT support this tax increase, they support free enterprise. The Chamber of Commerce represents themselves, they do not represent most businesses.

Our Government doesn't need more money—it needs to better prioritize where it spends the taxes we already pay.

This, with the other 2 tax increases this year hits hard working class families and those on fixed incomes.

Dalane England
Local Business owner

Against Proposition 1

Say No to Proposition 1

Government doesn't need more money—it needs to better prioritize where it spends the taxes we already pay.

If approved, the combined state and local sales tax in Davis County will increase from 6.5% to 6.75% -- a change that will increase taxes, on average, by \$30 per person or \$120 for a family of four every year. This could mean the difference between buying a week's worth of groceries for many families.

Utah families have had enough new taxes this year. The local option sales tax would be the third tax increase Utah residents have faced this year. In March, the legislature voted to approve a 5-cent-per-gallon increase in the gas tax, which now means that Utah drivers will pay over 48-cents-per-gallon in taxes every time they fill up the tank. The state legislature also raised homeowner's property taxes in the state an average of \$50 per home.

Considered separately, these tax increases may not seem like much, but for lower-income and middle-class families, every dollar counts and higher local sales taxes adds to the heavy burden of making ends meet.

Supporters say that the proposed tax increase is, in part, for road and infrastructure improvement. But 40% of the tax increase -- over \$4 million dollars worth -- will actually be diverted to help fund the Utah Transit Authority. The Utah Transit Authority already receives \$21.5 million in Davis County alone, all for a SLC system that does NOT serve Davis County!

UTA executives receive six figure salaries and tens of thousands of dollars in bonuses. The agency's CEO travelled out of state on agency-funded trips 42 times in 28 months, travelling internationally nearly as often as the President of the United States.

It's about stewardship. If the UTA can afford to pay such high salaries and award such benefits, then they can surely afford to better shepherd the resources taxpayers have given them.

The Utah Transit Authority doesn't need another \$40 million in extra revenue. Instead, the agency should be looking toward reducing executive pay, cutting down on travel costs, reducing inefficiencies and cutting wastes wherever they find them.

Finally, this sales tax will fall hardest on those who have little or nothing left at the end of the month. According to the Utah Taxpayers Association, the average Utahn already pays \$720 in sales taxes every year and \$3,304 in combined state and local taxes.

If the sales tax increase is passed, Utahns would pay more for every purchase. In Davis County, the increased sales tax would scrape \$10.3 million out of our checkbooks, according to the state's own analysis.

Davis County families and businesses must look for ways to cut spending when their budgets get tight. They cannot dip their hands into their neighbors' pockets in order to increase revenue. Government doesn't need more money—it needs to better prioritize where it spends the taxes we already pay.

Please vote no on Proposition 1.

Dalane England
Bountiful

Rebuttal

Davis County and its 15 cities are trusted stewards of public funds. Investment in our community is prioritized so that funds are used wisely and efficiently. This fiscally conservative approach has paid significant dividends to residents. Our economy is thriving and employment is strong. However, the population of Davis County – and the State of Utah – is projected to double in the next few decades.

The current mechanisms for meeting growing transportation needs are insufficient. We can't just let traffic keep building and air pollution get worse. We need to invest in transportation to keep people moving and provide mass transit and active transportation options to improve air quality.

At the same time, we need to prudently maintain our current roads, rather than let them fall into disrepair. The cost to taxpayers of deferred maintenance is much higher than preventative measures: \$1 invested today to preserve our roads vs. \$10-\$25 in costly repair or replacement in the future.

If Proposition 1 is approved, the allotted transit funds will be the equivalent of one penny for every discretionary \$10 spent (not applicable to food). UTA has committed to utilize the new funds to improve and enhance transit service (more bus service, to more places, more often) with complete accountability and clear reporting of how funds are utilized. Transit is a significant benefit to all Utah families who rely on affordable transportation choices and who desire cleaner air.

A vote for Proposition 1 is a vote for a better Davis County future!

Davis County Board of Commissioners